

THE MAUI NEWS

Entered at the Post Office at Wailuku, Maui, Hawaii, as second-class mail.

A Republican Paper Published in the Interest of the People
Issued Every Saturday.

Maui Publishing Company, Limited.

Proprietors and Publishers

SUBSCRIPTION RATES, IN ADVANCE \$2.00 per Year, \$1.25 Six Months
\$2.50 per year when not in advance

V. L. Stevenson Editor and Manager

SATURDAY, AUGUST 31, 1912

HELP OUR CREW.

THERE is every reason in the world why the people of Maui should come to the assistance of the Valley Island rowing crew. It is no small matter to pay the expenses of a bunch of oarsmen and the rowing club has already gone to heavy expense for a boat.

Then every day, several of the crew have to travel per automobile to Kahului. Their train is taken to Kihei. All this costs money and some of the oarsmen are not blessed with much wealth.

It is up to the lovers of good clean sport to come to the aid of the Maui crew and there is no doubt that something will be done.

HALEAKALA ROAD.

ENGINEER Harvey, who is well known on Maui, and who ranks very high as a civil engineer, has expressed the opinion that for a sum of \$300,000, a road could be built to Haleakala, through the crater, out through the gap, and down to the coast. Such a scheme would be a tremendous amount of good for Maui, and Haleakala would become the world's biggest attraction. The road as suggested by Harvey, would enable people to make a most interesting trip. Tourists could auto from Lahaina to Wailuku, visit Iao Valley, call at Kahului and Punene and then make the great trip up to and through Haleakala and down to Hana, where the steamer could be taken.

REMOVE THE PICKETS.

IT IS a wonder that the good people of Wailuku still, in most cases, cling to the old scheme of having fences in front of their house lots. When the beautiful effects of hedges and open lawns are remembered, it makes people imagine that Wailuku is behind the times in the city beautifying line. Honolulu and Hilo have gradually abolished the picket fence scheme, and the consequence is that a great improvement as to civic beauty is noticed. There are, of course, many pretty homes in Wailuku where fences do not exist, but it must be said that, in the majority of cases, the old, ugly style is still in vogue.

When a committee is appointed to decide upon a protested game of baseball, it is up to the members of that committee to decide upon the point at issue. It is to be regretted that the committee that lately took up the Paia-Star protested game, did not decide what they were asked to do. From the committee should have come a clean-cut, clear decision, one way or the other. Either the Stars won the game, or else the Paia did. No suggestion to play the game over again should have been made. The committee should have gone by the rules of baseball, and should not have tried to please everybody. The real issue was dodged, and the effect will be noticed in the future. Still, as the game has been ordered to be replayed, it is to be hoped that the Stars will on Sunday, try their luck against the Paia. There would be no glory in playing the Paia, later on, when most of their best players have departed for Honolulu. Maui wants clean sport of all sorts, and the old saying: "Fair play is a jewel," goes in Hawaii, as well as elsewhere.

The opening of the Haiku land for homesteading purposes, has resulted in bringing to Maui the best possible kind of settlers. White Americans, who will, through their level headed work, improve living conditions, and lift the standard of small farming, generally, are always welcome to these islands. The extension of railroad will be a great boon to the homesteaders, and nothing but prosperity can result.

Duke Kahanamoku will be back in Hawaii on September 11. It is to be hoped that, by that time, a large sum of money will have been subscribed toward his fund. Hawaii must not be behind hand in recognizing the skill of Duke. The lad deserves all that can possibly be given him. He has represented Hawaii in a very worthy manner and not only as an athlete, but as a gentleman, he has made good.

It is impossible to get out a real newspaper when compositors are not available. Maui has been raked in an attempt to get "type snatchers," but there was nothing doing. Honolulu compositors do not seem to long for the pasture of the Wailuku printing world, and there is at least one editor in these islands who is "up against it" good and hard.

The news that Emperor William, of Germany, is in very bad health, is disturbing to his loyal subjects all over the world. Hawaii holds many Germans, and a better class of citizens could not be imagined. Should the worst come to pass, the sympathy of all the different nationalities residing in Hawaii, will be extended to their German brothers.

The slate made up by the Honolulu Democrats is a peculiar mixture. There are good men of the Petrie, McClellan, Jarrett type on the list, but there are some impossible candidates mentioned also. However, it does not matter much, as the Republican steam roller will be at work in November.

Railroad to Haiku Will Be Big Boon

(Continued from page 1.)

proud of the extension of the Kahului Railroad Company's track. He is responsible for every detail of the scheme and, when it is remembered that one part of the job is the bridging of Maliko gulch, it will be readily seen that the construction of the new line, is a difficult proposition.

COST \$275,000.

The seven miles extension to Haiku will cost in the neighborhood of \$275,000, and that includes the purchasing of certain rights-of-way.

A trip along the proposed line and an inspection of the part already completed is an interesting experience and this week a representative of the Maui News made the journey with Superintendent Williams. The work is being done in such a manner that, when the rush comes, at

the end of the year, everything can be finished off in very short order. Barring delays in the arrival of bridge steel Superintendent Williams expects to have the extension finished by February next.

MANY DEEP CUTS.

There are a number of "cuts" to be made and some of them are very deep. One "cut" near Haiku is forty-five feet deep. There are many others, ranging from a few feet to thirty. The "fills" are equally big and one, on the Paia side of the government road, is 1,500 feet long and 27 feet high. The work on the roadbed is being pushed ahead as quickly as possible, and the engineer in charge hopes to have everything ready to "hook up," as soon as the bridge construction work is finished.

MALIKO BRIDGE.

The biggest job of the whole extension is the bridging of Maliko gulch. There is a span of 780 feet to be covered and the height of the deck of the bridge will be 230 feet above the bed of the creek. It is some bridge, for these islands, and the Maliko one has those on the Hamakua coast of Hawaii, beaten for height.

The greatest care is being taken regarding making the Maliko bridge absolutely safe. The bridge is to be such that, even should a train become derailed on it, no serious result would follow. The girder system is being adopted and, every twelve feet, there will be one of these safeguards. With a narrow gauge railroad, such as the Kahului track is, extra care must be taken as to bridges. When it is mentioned that a wind pressure of sixty pounds to the square foot is provided for, it will be seen that no chances are to be taken. Two hundred and thirty feet would be no small distance for a train to plunge and any such danger has been obviated by the adoption of the "Through Girder" system.

The scene at the bridge head of the big gulch is impressive, and the huge span to be bridged appeals to the imagination. The walls of the gulch are almost perpendicular and the sight, looking down the canyon, is awe-inspiring. The constructing engineers are lucky in as much, that the bridge head is connected up with the plantation railroad. This connection makes the handling of the necessary bridge material fairly easy.

At first glance the "head" of the bridge looks somewhat like a fort of some sort. It is made of concrete, and is most substantial. It is from there that the spidery looking bridge will shoot off over the great gulch. Already a good deal of the work is finished, and the huge piers of concrete, upon which the iron supports of the bridge are to be anchored, are being rapidly installed.

The piers are as solid as rock, and consist of concrete reinforced with steel rails. The bases of the piers are deep down, twenty feet below the surface and, even then, are planted among solid rocks. There are to be 22 piers, in all, and each of them is 10 feet square at the base.

The concrete for the piers was all mixed up at the top of the gulch. The mixture was then shot down through pipes to the desired locality. This was found to be an excellent way to handle the concrete, and good progress has, so far, been made. Fourteen of the piers are now completed, and there still remain the ones that are set into the almost perpendicular sides of the gulch. It is nerve-racking work to even descend to the bottom of the gulch, and the means for doing so are of a spectacular nature.

SCENIC RAILROAD.

Formerly, the workmen used to climb up and down a sort of Jacob's ladder affair. As there are over three hundred steps in the "stairway" and, as the affair is as steep as the side of a house, the effect on the laborers can be imagined. The "stairways" are still in existence—on both sides of the gulch—but the men are transported, to and from the bottom, by a "scenic railroad"

now a-days.

The scenic railroad reminds one of some of the landings along the Hamakua coast of Hawaii. The principle is the same, as far as an inclined cable-car system goes, but the length and steepness of the pull, has any thing else of the kind in the islands, beaten to a "frazzle."

It was with a calm exterior, but a quaking interior, that the MAUI NEWS man accepted the invitation to descend into the gulch, per medium of the scenic railroad. The "car" is an open affair and, when half-way down the precipice, it sends cold shudders through the system of the novice at such traveling.

However, the cable car works safely, and the trip to the bottom only takes a minute or so. Still, it was with a sigh of relief that the writer stepped onto terra firma, and began to look over the work on the piers.

Looking upward, from the bottom of the gulch, the walls of the canyon appear to be perpendicular. The men working on the face of the cliffs look like flies, and the vastness of the undertaking is realized, even by a layman.

The trip up the face of the bluff, in the cable car, is another nerve wracking experience, and it was a very pleased newspaperman who was the very first person to leave the car at the landing.

There is a fine railroad yard at the top of the gulch, and there are enough tracks to handle all the flat cars that bring material for the bridge and other railroad structures.

Superintendent Williams has a large staff of men working on the grading, laying of track and on the bridge building proposition. All is being made ready for the erection of the big bridge and, once the material arrives from New York, there will be a rush order job on hand.

A SECOND BRIDGE.

A few hundred feet beyond the Maliko gulch bridge, another bridge will have to be built. It will be 380 feet long, and 100 feet high. The second bridge, although a big job, is dwarfed by the huge one at Maliko gulch.

THE WORKERS.

All the steel work for the bridges is coming from Hamilton and Chambers, of New York. P. V. Shotts is superintendent of the bridge construction work.

The engineer in charge of the extension is J. C. Foss, Jr., and he has with him the following staff: H. M. Carr, construction road master; David Hurst, construction foreman.

Professor J. M. Young, of the College of Hawaii, is the consulting engineer of bridges. The whole work is, of course, under the management of J. N. S. Williams, one of the most competent engineers in the islands.

NOTICE.

Notice is hereby given that at midnight of Wednesday, Oct. 16, 1912, the general county register of electors for the County of Maui shall be closed for registration and will remain closed until after election.

WM. FRED KAAE,
County Clerk.

HOOLAHA.

Ma keia ke hoolahaia aku nei e pani ia ana ka buke kakatinoa o ka poe koho balota o ke Kalana o Maui i ka hora 12 o ka po Poakolu, la 16 o Okatoba, 1912, a e mau ana kona paa ana a hiki i ka pau o ke koho balota.

WM. FRED KAAE,
Kakanolelo o ke Kalana.

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PUBLIC NOTICE.

To the Owners and

All persons claiming an interest in the premises hereinafter described:

The KAHULUI RAILROAD COMPANY, a railroad corporation duly chartered and existing under the laws of the Territory of Hawaii, and having, in accordance with such laws, acquired power to exercise the right of eminent domain under Section 785 of the Revised Laws of the Territory of Hawaii, hereby gives notice, in accordance with the provisions of Act 86 of the Session Laws of the Territory of Hawaii of 1909 which act was duly approved April 16th, 1909, to said unknown owners and unknown persons claiming an interest in said property hereinafter described of its intention to take the property hereinafter described for railroad purposes.

The parcel property sought to be condemned is situated in Pawela, in the District of Hamakua, Island and County of Maui, Territory of Hawaii, and being Land Commission Award 6510L, Royal Patent 2181 to Ku, and described as follows:

"All that certain parcel of land situated at Haiku, Hamakua, 'Island of Maui, T. H.; being a part of that portion of Grant, '2181 Apana 2 to KU which lies in 'Waiaama' Gulch on the line of the KAHULUI RAILROAD COMPANY and bounded and described as follows:

Commencing at a driven iron pipe at the North-West of 'Grant 5259, Apana No. 2 to Kanakaen and running by magnetic bearing as follows:
S 34° 00' W. 123.5 feet to a driven iron pipe. N. 65° 30' W. 176.8 feet to a driven iron pipe. N 77° 00' W. 7.0 feet to a driven iron pipe. N 58° 09' E. 123.0 feet to a driven iron pipe. S. 67° 45' E. 169.6 feet to the point of beginning, and containing 49-100 Acres.

The Company estimates the value of said parcel of land at the sum of \$147.00 and offers to purchase the same for the said sum or value of \$147.00.

If you shall not accept the above offer of the KAHULUI RAILROAD COMPANY to purchase said property so described for the sum so named within

thirty (30) days after the giving of this notice, the KAHULUI RAILROAD CO. intends to give a further notice of its intention to apply to a Justice of the Supreme Court for the appointment of appraisers to fix the amount of compensation to be paid.

Dated August 22nd, 1912.

KAHULUI RAILROAD COMPANY,
By its President, F. F. BALDWIN
Aug. 24, 31, Sept. 7, 14.

IN THE CIRCUIT COURT OF THE SECOND CIRCUIT TERRITORY OF HAWAII.

At Chambers—In Probate.

In the matter of the Estate of MANOEL COSTA PIMENTAL, late of Makawao, Maui, Deceased.

Order of Notice of Hearing Petition for Administration.

On Reading and Filing the Petition of Mary C. Pimental, widow of said deceased, alleging that Manoel Costa Pimental, of Makawao, Maui, died intestate at the Insane Asylum, Honolulu, on the 22nd day of May, A. D. 1912, leaving property in the Territory of Hawaii necessary to be administered upon, and praying that Letters of Administration issue to Antone F. Tavares.

It is Ordered, that Monday, the 30th day of September, A. D. 1912, at 10 o'clock A. M., be and hereby is appointed for hearing said Petition in the Court Room of this Court at Wailuku, Maui, at which time and place all persons concerned may appear and show cause, if any they have, why said Petition should not be granted, and that notice of this order shall be published once a week for three successive weeks in the "MAUI NEWS," a weekly newspaper printed and published in Wailuku, Maui.

Dated Wailuku, Maui, August 22, 1912.

(Sd.) S. B. KINGSBURY,
Judge of the Circuit Court of the 2nd Circuit.

Attest:
(Sd.) EDMUND H. HART,
Clerk Circuit Court of the 2nd Circuit.

August 24, 31, Sept. 7, 14.